

INFORMATION REPORT
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COUNTRY Rumania

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SUBJECT Tugboats on the Danube and the
Shipyards at Braila

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25X1X A. Tugboats on the Danube

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1. Greek tug SOFIA - She has a Nicholson steam engine of 180 horsepower and a speed of 15 kilometers per hour. Her former owner was the Jew, Moreno Klarsfeld who always flew the Greek flag on this tug. She is now at Odessa and has been working for the Russians since the end of 1944.
 2. Greek tug GLADSTON - She has a 140 horsepower steam engine and a speed of 15 kilometers per hour. Her owner was Valerianos. She is now at Galati and was abandoned by the Russians as useless at the end of 1945. Among the barges she towed were the S.R.D. No. 11 with a capacity of 800 tons, the KHEIA GRANIT No. 1 with a capacity of 350 tons, and the S.N.S. No. 165 with a capacity of 250-300 tons.
 3. Rumanian tug DANIEL BROTHERS - She has a steam engine of 180 horsepower and a speed of 14-15 kilometers per hour. Her owners are the Daniel brothers who succeeded in keeping this tug free from requisition. The tug is now sailing on the Danube. She was used in transporting sugar beets and, at times, Russian soldiers.
 4. French tug PARIS - She has a steam engine of 480 horsepower and a speed of 14-16 kilometers per hour; she was built in Hungary. She was damaged at the beginning of 1947 and was at Braila for repair.
 5. Russian tug RJEV - The former Rumanian NEGOIUL which the Russians requisitioned at the end of 1945. She is now sailing on the Danube. She has a steam engine of 300-350 horsepower and a speed up to 14 kilometers per hour. She was built in Holland and is painted black with a white stripe. Between June and August 1947 she sailed between Ismail and Braila pulling oil barges, which were unloaded at Reni, and barges loaded with "Pirita" (red clay) from Czechoslovakia, which were unloaded at Ismail and transported by rail to Russia for use in the manufacture of porcelain.

B. I.R.N. Shipyards at Braila

6. The shipyards cover an area of 400 by 500 meters. They are surrounded by a wall 2.5 or 3 meters high. About 300 to 400 workmen and mechanics

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as well as 40 to 50 clerks, work in these yards. These shipyards build oil tankers with a capacity of 3,000 tons each. They also build various other ships but principally tugboats. They are now working regularly for the Russians.

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